

PLAGUE REFUGEES.

Now that attention has been called to the fact of the existence of the Chinese Plague Hospital at Lanchow, and the anxiety of the sick Chinese to escape from being treated by foreign physicians becomes more evident, the probability of the presence of more cases of plague than those reported to the authorities becomes greater. From various sources stories are heard which go far to show that sick Chinese leave the colony in great numbers as soon as they feel ill. In several of the villages on the mainland, within an hour's run of Victoria, and even in many of the villages on the islands surrounding us, large numbers of sick people have taken refuge from here during the last month or six weeks. The villages situated on the shores of the bay opposite Lyceum have established quite a reputation for healthiness, and we are informed that as many as twenty-five boats with patients from Hongkong have called there in one week. The neighbourhood of Lanchow also swarms with people of the same class, some of whom are, doubtless, not sick of plague, but there are many who are. Changchow, Lanchow, Pingchow, and in fact all the islands around us to the south and west are constantly receiving patients of the same class.

This condition of affairs, the existence of which can no longer be doubted, goes far to explain the apparent discrepancy between the number of cases occurring according to "town talk" and the number reported by the Sanitary Board. May it not be that the Chinese are becoming more accustomed to escaping as the system is perfected, and that thus fewer cases are "caught"? There has undoubtedly been a great influx of cases of plague surreptitiously from the colony and thus the order of the Sanitary Board permitting plague patients desiring to go to Canton to do so "providing they are first reported to the medical authorities," which restriction was added purely for statistical purposes, has turned out a farce. In the petition addressed to the Sanitary Board by "over 400 bones," a translation of which appeared in these columns last Thursday, the petitioners say:—"We sincerely hope that the Board will forward our petition to H.E. the Governor, so that in future . . . persons suffering from plague may be allowed to return to their native countries without being called upon to report to the Board. For this the Hongkong merchants will be ever grateful." It is, however, becoming daily clearer that the Chinese residents of the colony have not waited for the permission prayed for, but have been evading the rule.

It has long been known by the Police that this practice of fleeing from the colony has been the rule with the better classes of Chinese, but until quite recently the localities of retreat were unknown, and even now they are inclined to pool-pool the idea that they remain close to the borders of our territory, where they form centres of contagion to the residents here, and also, in only too many cases, have the germs of disease in their conveyances. This is a subject that requires careful consideration, for until some account can be kept of the number of cases leaving, no proper idea of the progress of the disease can be obtained, and so long as these centres exist without proper supervision we have no assurance that it will not be periodically reintroduced, even if the scourge be once stamped out in our midst.

LATE TELEGRAMS.

ADELAIDE, May 11th.

In the Melbourne libel action *Miramis v. the Argus*, the jury found a verdict for the defendant on the main issue, and awarded *Miramis* £5 damages on the minor count.

The strike of colliers at Newcastle is booming the Queensland coal mines. Arbitration has been proposed as a means of settling the dispute.

It is reported that the Matabele rebellion is now quite broken up.

Dr. Jameson's trial is proceeding in London. He denies that the Chartered Company are in any way to blame for the recent attack on the Boers.

South Africans interested are opposing the recall of Cecil Rhodes.

May 13th.

Stanbury, the Australian sculler, arrived in London yesterday, and was accorded a great reception. He has gained two stone in weight during the voyage, and goes in for hard training forthwith.

A number of prominent Australian cyclists—including Parsons, Megson, Payne, and Lewis—leave for England to-day to take part in cycling competitions in different parts of the United Kingdom.

War between America and Spain over the Cuban insurrection is considered almost inevitable, and the excitement in the latter country is intense. The strained relations existing between the two countries for some months past have been brought to a head by recent action of the Spanish authorities at Havana, who have tried by court martial and sentenced to death three Americans caught in the act of smuggling war material for the use of the rebels. The United States Government has warned Spain that the carrying out of this sentence will be looked upon as an unfriendly act tantamount to a declaration of war. Congress has sanctioned orders for the immediate preparation of a battalion of troops for active service, and a fleet of war vessels is being got together for the same purpose.

May 14th.

The Government is arranging for the formation of a new Defence Force, to consist of eleven hundred men. Colonel Gordon has been appointed commandant, and the whole work of organisation will be carried out under his supervision. A number of Maxim guns will probably be purchased. It is estimated that the annual cost of maintaining this force will not exceed £13,000.

The divers have begun operations on the wreck of the *S. A. Co's* steamer *Catara*, with the deep-sea apparatus lately imported from England. They report the task containing the gold to be intact, but the heavy weather is interfering with operations.

George Chaffey has filed his schedule in consequence of the recent stoppage of the company's operations. Liabilities nearly half a million.

NORTH BORNEO NOTES.

(FROM OUR OWN CORRESPONDENT.)

SANDAKAN, May 31st.

It is said that by "making believe" the very young George IV. persuaded himself that he had really led a charge of dragoons at the battle of Waterloo, and by similar reasoning, or rather unreasoning, there are some people in London who believe that there really is a fine road on our West Coast leading up to a fertile, well cultivated, and populous district. This has resulted in one or two rather amusing contrivances. One gentleman who came out from some primed with all the latest (London) information about this country, wished to work up a party in this country, and was expressed as to how he was going to do it. "Oh," he said, "I was assured in London that there was a fine road the whole way," said he. But said to relate, no one in Labuan had heard of this road, and so, thinking it strange how little people on the spot knew of what was going on round them in contrast to the voluminous and reliable information obtained in London, he started on his journey with his servants only. At first the party was not bad, but the further he went the worse it got, until at last it became a track that would puzzle anything except a rather clever goat to navigate. Then the weary traveller could not go any further and finally had to be lowered with ropes to the river bank and carefully conducted down stream back to his starting point in a little canoe, with crocodiles and alligators constantly threatening to make a meal of him should his frail craft capsize in one of the whirlpools created by the strong freshet. He has, it is said, taken occasion to express considerable disbelief in London information, and also doubts the likelihood of Central Borneo being tapped by a railway in the near future.

Since the unfortunate traveller's return a certain firm was urged from London to send up-country to a district said to be largely populated, abounding in estates, plantations, and generally said to be flowing with milk and honey, and just the place where, if a railway connected it with the coast, there would soon be a sort of central station with branch lines running off in all directions, and where large stores and godowns and mercantile firms could be established. The said firm thought it would be better to make a few enquiries on the spot before risking any money, so sent up a capable man to report. The report when it was received was to the effect that there were neither plantations, population, nor any reasonable possibilities of opening up trade in any shape or form. This was convincing, if not altogether convincing. It appears, however, that there are some inhabitants in the up-country district, for the latest information is that the whole native population has risen in rebellion, and a very strong force has been sent up to surround them and bring them down to the coast. As seven of the rebels are said to have got shot in the first "brush," it is in contemplation to recall some of the army, as it is thought that a dozen seasoned warriors will be quite sufficient to capture all the rebels, while it is doubted if the district can have sufficient supplies for so many as twenty-five hungry soldiers.

As regards the East Coast, a large number of *fruits* *Bakhas* were exported by the *Memnon*, but only a very few arrived, owing, it is said, to fresh regulations in Hongkong with regard to steamers carrying *coconuts* as passengers. A few turned up, however, and were at once engaged by the proprietors of gardens, chiefly in the Sandakan district. By the former trip of the *Memnon* there were 273 Chinese passengers, some of whom were engaged here, while the others were transhipped at Sandakan for estates in Zambungan, Sooloo, Menado, Kioel, Bulungan, and other districts. That this part of the Malay Archipelago is bound to go ahead in clear, while it is equally evident that Sandakan is going to be the port of transshipment for the ever-increasing Chinese immigrants, who readily find employment to the east and south of Sandakan.

One regards it nowadays as quite a favour to be allowed to have shares in the local Saban Steamship Company, Limited, and when the new steamer, larger than any others now being built for them in Hongkong) comes down, a considerable increase to their business, and to the transshipment business of the port, is confidently expected.

Coffee, cotton, and coconuts are being looked to more and more as the country's real mainstay, and if any Hongkongite wishes to see what coffee planting really is there are now several gardens in the neighbourhood of Sandakan where it can be seen in full bloom. In many places the trees average 12 feet in height, and the branches are hanging down with the weight of the fruit, while at nearly all the places where coffee is grown extension is in the order of the day, and clearing operations are therefore in full swing.

The *Centaur* and *Memnon* are both running on the Hongkong line, getting good cargoes hence to your port. If the British Government were to have the good sense to remove the restrictions recently imposed on the coals passenger trade there is no reason why these steamers should not carry hundreds of Chinese passengers higher from Hongkong, to the advantage of the shippers and the strength of the colonies alike. Presumably the Sandakan line will have to go to Swatow or Amoy to take in coals. We want coals, and if you won't let them come from Hongkong we'll go elsewhere to get them.

Training for the races is in active progress, and preparations are being made for the Flower Show to be held on the Queen's birthday.

NEWS BY THE AMERICAN MAIL.

The Occidental and Oriental Co's steamship *Doris*, Capt. H. Smith, R.N.R., from San Francisco, via Honolulu, Yokohama and Nagasaki, with the American mails up to 12th May, arrived in harbour yesterday morning. We are indebted to our San Francisco exchanges for the subjoined interesting telegrams—

LONDON, May 6th.
The report that Cecil Rhodes and Alfred Beit had resigned their positions as directors of the British Chartered South Africa Company is confirmed. The Board of Directors of that organisation are now considering the situation.

The *Pall Mall Gazette* is informed that the British Chartered South Africa Company has decided not to accept the resignations of Cecil Rhodes and Alfred Beit.

PARIS, May 6th.
The French correspondent of the *Temps* confirms that Sir Henry Bromhead, Lord, Lord Loch, of Drylaw, when Governor of Cape Colony and British High Commissioner in South Africa, offered to aid a revolutionary movement in the Transvaal, and this in the face of Lord Loch's denial of the original report.

ST. PETERSBURG, May 7th.
The *Dorville* has arrived at Danang in a dismayed condition. The families of Osman Digna and the other leaders have fled to Hanoi. It is reported that 2,000 *Dorville* have been ordered to reinforce Dongkai.

LONDON, May 7th.
The *Daily News* reports that a second blue book on the Gula boundary question will be ready on Wednesday next, but will not be published here until it has reached Washington.

A despatch to the *Pall Mall Gazette* from Berlin states that Cecil Rhodes, the African explorer, published a card, charging the Foreign Office with failure in appointing Lieut. Werther as chief of the Imperial Company, entrusted with exploration of the northern parts of German East Africa. According to Mr. Wolff, Lieut. Werther, during a previous expedition, committed even worse crimes than did Peter. Wolff was delegated by natives to prosecute him, but desisted upon the promise of the Foreign Office that Werther would be awarded the rank of Major. The directors of the Chartered South Africa Company on Monday called to Cecil Rhodes at Gwelo, as follows:—"Hear him to accept resignations; what is your view?" Mr. Rhodes replied from Gwelo on Wednesday:—"Let resignation wait. We fight Matabele tomorrow."

The directors thereupon deferred their acceptance of the resignation. Colonial Secretary Chamberlain has intimated to the directors that the Government has not considered it their duty to advise the directors in the present situation. Referring to the proposal to establish a fast mail service with Canada, the Secretary of State for the Colonies, Mr. J. Chamberlain, in the House of Commons to-day said the negotiations with the Dominion Government for the new steamship service were scarcely completed, and he added, would not be until the Imperial Government ascertained the cost of such service more fully. If the service is established, the mails for Australia, which can with advantage be sent via Canada, will be so forwarded.

The President of the Local Government Board, Mr. Chamberlain, has intimated to the directors with the Dominion Government with a view of bringing about the more frequent inspection of children who emigrated to Canada, in accordance with the report of the Poor Laws and School Committee, which have pronounced the present system of inspection unsatisfactory.

The correspondent of *The Times* at Pretoria telegraphs to that paper as follows:—"The calm and generous attitude of the South African Republic after the inquiry and the provocation it has received merits recognition. England might well extend the hand of friendship, and endeavour to meet such of the wishes of the Transvaal as are not inconsistent with British interests."

The *Daily Telegraph* has a despatch from Cape Town which indicates that the conspiracy to overthrow the Transvaal had a still wider ramifications. This despatch says:—"It is stated that all of the telegrams from the Chartered South African Company in Cape Town bore the stamp of the Company's service. From copies of the letters which the Transvaal obtained from Dr. Jameson, upon his capture, it seems that he had ordered his men to prepare everything in Matabeleland for an invasion of the Transvaal."

A despatch from Pretoria, also to the *Daily Telegraph*, says:—"President Kruger keeps his sympathies with Colonial Secretary Chamberlain's dilemma, and is convinced that he was quite unaware of the intrigues going on."

"The Executive Council's" decision in regard to the sentences of the Reformers is delayed by the stubborn objections of General Joubert, Commander-in-Chief of the Transvaal forces, and a member of the Executive Council, that there should be an unanimous opinion on the sentence."

The *Daily Mail* asserts that Mr. Rutherford Harris, the Secretary in the Cape Colony of the Chartered South Africa Company, has tendered his resignation. He was one of those implicated in the Jameson raid by the Transvaal "Cryptograms."

A Paris despatch to the *Standard* says that the *Temps* Pretoria correspondent reports that papers are about to be submitted to the Transvaal Volksraad which contain an extract from the English instructions to Jameson's troops: "People exist," says the *Temps* correspondent, "that the Rhodesia force were ordered to be in readiness for the raid."

GWELD, May 7th (via Cape Town).

May 8th.

Two Cape "boys" have arrived here from Bellwode. They report that 40 white persons have been compelled to stop there through the loss of their cattle. The messengers report that these men are holding their own against the enemy. The "boys" had narrow escapes from being shot. Cecil Rhodes is delayed here with a column on the way from Salisbury to the relief of Bulawayo. He made an address to the people of Gwelo, in which he said he should lose no time in thoroughly thrashing the rebels and giving them an everlasting lesson. "We will attack the enemy massed at Mavin," said Mr. Rhodes, "within a week or two, and will then proceed to Bulawayo with the smallest possible delay." Mr. Rhodes intends, he says, to remain in Rhodesia until the rebellion is crushed.

LONDON, May 8th.
Chamberlain is generally reckoned here to have come successfully out of the ordeal in the House of Commons on the debate over South African affairs. The popular impression is that he is desirous of making all allowances for Cecil Rhodes, and that no change in British policy is likely. Hence the diplomatic struggle between him and Kruger will continue on the lines of a cat-and-mouse game, which will lead, sooner or later, to a violent collision.

The House of Commons was crowded this afternoon and the press gallery packed, due to the fact that a vote on the Colonial Estimates was to be taken, and as it was to be made the occasion of an important interchange of questions and answers upon South African affairs. The United States Ambassador, Mr. Thomas F. Bayard, was among those present.

The Liberal leader, William Vernon Harcourt, asked the Government to make a statement regarding the raid into the Transvaal. In so doing he said the Opposition had heretofore not unduly pressed the Government in this important matter, but they thought the time had now arrived for the House to be informed of the Government's intention in the case. The responsible directors of the British Chartered South Africa Company at Cape Town and Johannesburg were, he said, the authors of the raid, and Dr. Jameson only their subordinate. The Government, he claimed, was responsible for the acts of the Chartered Company to the nation and the world. (Applause from the Opposition benches.)

Continuing, Sir William Harcourt remarked that parliament of the company were trying to palm off on the credulity of the people the idea that the raid was an impulsive action, to protect the people of Johannesburg against outrage, but he could not think of anything more revolting than the low class chicanery which showed the true spirit of the affair. Sir William Harcourt then proceeded to analyse the telegrams exchanged between Cecil Rhodes, Rutherford Harris, Alfred Beit, Lionel Phillips, Dr. Jameson, and others just previous to the invasion of the territory of the South African Republic. Later, the Opposition leader denounced the promptness, decision, and courage of the Secretary of State for the Colonies, Mr. Chamberlain, and drew upon the course of the Chartered Company, declaring it compromised Great Britain's reputation. Sir William Harcourt also said that he did not believe Cecil Rhodes was actuated by a greed of power. The speaker also remarked that he had noticed with regret a deterioration in the morals of the English press dealing with the subject.

Mr. Chamberlain, during the course of his reply to Sir Wm. Vernon Harcourt, said that Cecil Rhodes's recent actions were universally condemned, but they must not forget his past services. But for Englishmen like Rhodes, English history would be much poorer and the British dominions would be much smaller. (Applause.)

Both the English and the Africans of the Cape, continued the Secretary of State for the Colonies, thought Cecil Rhodes was the greatest benefactor of the colony ever had. He was not an armed man could be moved without the authority of the Government's officers and they were ready to give President Kruger any reasonable guarantee. With the view of removing any shadow of suspicion, the Government had refused to advise the Chartered Company relative to the disturbances in Rhodesia and the impossibility of finding out the opinion of the settlers, and they thought it fair that the directors should be given time to consider the matter. They thought that Rhodes was in a proper place in South Africa, whether as a director or as a shareholder, and there he was best alone with the past. After the judicial proceedings were ended, the Government would review the situation in the light of information obtained. Mr. Chamberlain further said that the Government believed the proper course to follow would be that a joint committee of both Houses should inquire into the whole situation, including the administration of the British Chartered South Africa Company. The policy of the Government, he explained, was to reverse absolutely the recurrence of the regrettable proceedings, to continue by every legitimate means the efforts to secure a fair and equal treatment for British subjects in the Transvaal, and to restore amity between the two races there.

Mr. Labouchere, Radical member for Northampton, following after Mr. Chamberlain, made a violent attack upon the British Chartered South Africa Company. He was inclined to believe, he said, that Mr. Chamberlain had been given a free hand that would have heard much more of Mr. Rhodes and his company. The entrepreneur, he went on, had conspired to blind the real truth. The outcome of the situation was that they had a gang of gamblers and financiers, headed by Cecil Rhodes, who wished to rob the public. Mr. Labouchere charged Mr. Rhodes with lying to conceal his complicity with the invasion of the Transvaal and with using his position to advance his personal and sordid interests. With incredible infamy, said the editor of *The Times*, he allowed his instrument, Dr. Jameson, to be used, when he himself was responsible. Every one of the directors of the Chartered South Africa Company, Mr. Labouchere concluded, with intensified bitterness, was guilty of culpable negligence and showed not even the proverbial honour among thieves in their financial transactions.

One of the points in Mr. Chamberlain's speech was that he referred to Sir J. A. De W. De Wit, the British Agent at Pretoria, as an "old man who had earned a rest." The great crowd which had gathered in the House in anticipation of Mr. Chamberlain's speech, dispersed directly he had finished his speech.

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May 9th.

The South African troubles are the talk of the hour and every other subject seems to have almost disappeared from popular attention. The announcement of the Secretary of State for the Colonies, Joseph Chamberlain, that no committee of inquiry into the affairs of the British Chartered South Africa Company would be appointed until after Dr. Jameson's trial, which cannot be proceeded with until June 11th, and that Cecil Rhodes, in the meanwhile, is to be allowed to retain his position as co-administrator of the company's territory and as a director of the organization, have caused great disappointment among the mass of Englishmen and others who have experienced a feeling of shame and humiliation at the recent developments at Pretoria.

CHICAGO (Ill.), May 9th.

A morning paper says:—"It was reported yesterday that the near future would see the birth in Chicago of a new and gigantic traffic association, that would have for its object the general control of all traffic affairs between the Rocky Mountains and the Atlantic Coast, and contain within its limits all the roads now members of the Western Freight and Passenger Association, the Joint Traffic Association, and the Southern States Association. The new organization is to be a blanket association, that will dominate the other bodies, which will be subject to its jurisdiction. As yet it is impossible to learn the plan to be worked out, but it is definitely known that the headquarters of the new and all-powerful octopus will be in this city. The object of the association is the simplifying of opposition work, the reducing of the tremendous expense incurred in maintaining such organizations, and the relief of some of the expensive army of commissionaires, chairmen, boards of managers, and secretaries who now dominate and rule without any great benefit to the stock holders of the railroad companies. An official conversation with the matter said that the task of putting into active operation such a vast traffic association was so great, and involved so many delicate questions, that it would probably be months before anything definite or tangible could be said about it. About the only subject so far decided was that the boards of directors of all the roads would have a representative, who in some manner would act directly for it, and that all earnings would go into a common pool."

The Chamber of Deputies to-day, by a vote of 278 to 133, passed a vote of confidence in the Government. The Chamber of Deputies afterwards voted favourably upon the matter of supplementary credits for Africa.

The Marquis di Rudini, the Premier, in a speech in the Chamber to-day, endorsed the declaration of Gen. Ricotti, the Italian Minister of Foreign Affairs. He stated that Gen. Barletti, the Italian Minister of War, had deprecated the charges made in the Chamber against the Cripri Cabinet, as being likely to prolong party strife. He said that the publication of the green book relative to Africa had rendered an inquiry unnecessary. The Italian blood already shed, he urged, rendered evacuation impossible. He asserted, however, that he would not accept any motion in favour of the expansion of Italy's sphere of action in Africa. He was opposed to the occupation of Adiglat. The Adiglat line, as a boundary, he regarded as inevitably leading to a prolonged war. In conclusion, he explained that if the Italian troops did not proceed beyond the Mareb and Raisa lines, all cause for conflict between Italy and the Abyssinian King Menelik would be removed.

LONDON, May 10th.

Jonkerh Zieff, President Kruger's son-in-law, is coming to London.

St. Petersburg, May 10th.
General Shvedof, head of the Russian Red Cross Society and leader of the expedition to Abyssinia, telegraphs saying that he and his party have been received with open arms, and King Menelik is making extensive preparations for their entrance to Harar.

The *North Western* says that England's fear about Russia are unfounded. The Russian Red Cross first expedition to Abyssinia, under the Comrade, Ashkoff, left in December, 1888, and ended by being shelled by the French at Segallo. The second, which was called a scientific mission, left eighteen months ago, and resulted in the arrival in St. Petersburg of a political embassy from the Negus with a special mission respect-

ing the religion of the Russian Church and the faith professed by the Abyssinians. The present mission, under several military officers, consists of eighty numbers, of which the medical staff members only six doctors and twelve nurses. The mission includes several priests of the Orthodox Church.

PRATONIA, May 11th.
President Kruger has granted an interview to a press representative, in which he said he was stationed at the official defence of Cecil Rhodes and of the Chartered South Africa Company in Friday's debate in the House of Commons. He said he wished that he could have been there so as to be able to personally floor the arguments of some of the speakers.

President Kruger continued by asserting that the intrigues alleged to exist between the Transvaal and Germany were merely soap bubbles. The South African Republic, he said, desired to be friends with all, but the recent plot was undeniable, and those who engineered it must be punished. There would be no rest for South Africa, he concluded, until that was done.

The Secretary of State for the Transvaal, Dr. Leyds, to-day sent a telegram to Sir Hercules Robinson referring to newspaper statements that the Imperial Government still displayed partiality toward the directors of the Chartered South Africa Company, and especially toward Cecil Rhodes. Dr. Leyds says:—"This Government does not believe the correctness of these statements. In their opinion the company, as at present controlled, is a source of danger to the whole of South Africa. The invasion of the Transvaal was made by officers and troops carrying the company's arms. Even the special prohibition of Her Majesty's Government failed to hold them back, although the Chartered Company assumed the international obligations of Great Britain. The position of the persons who knew beforehand the plan of the invasion and who supported it is defended by the statement that they acted in the interest for the extension of British rule in South Africa."

"The Transvaal Government does not believe the end ought to justify the means, and is convinced that the Queen's Government does not desire to be served by such critical actions. Those who defended and upheld the invasion and who pressed for generous treatment of the rebels now in gaol do not realize what injury and mischief they are causing by adopting such an attitude."

CAPE TOWN, May 11th.
Sir Jacobus A. De Wet, the British agent at Pretoria, has resigned.

THE ACTING GOVERNORSHIP.

By the following Dormant Commission passed under the Royal Sign Manual and Signet, and published in the *Gazette* last Saturday, the Senior Military Officer for the time being in command of Her Majesty's Regular Forces in the Colony of Hongkong is nominated to administer the Government in the event of the death, incapacity, or absence of the Governor, and of there being no Lieutenant-Governor there:—

VICTORIA, May 11th.

Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, Empress of India: To the Senior Military Officer for the time being in command of Our Regular Forces in Our Colony of Hongkong, Greeting.

We do, by this Our Commission under Our Sign Manual and Signet, appoint you, the Senior Military Officer for the time being in command of Our Regular Forces in Our colony of Hongkong, to administer the Government of Our said colony and its dependencies, during Our pleasure, with all the powers, rights, privileges, and advantages to the same belonging or appertaining, whenever and so long as the office of Governor is vacant, or the Governor is incapable of discharging the duties of administration or is absent from the colony, and there is no Lieutenant-Governor in the colony, or the Lieutenant-Governor is incapable of administering the Government thereof.

II.—And We do in any such event hereby authorize, empower, and command you, the said Senior Military Officer, to exercise and perform all and singular the powers and directions contained in any Our Letters Patent for the time being in force relating to Our said colony and its dependencies, according to such orders and instructions as Our Governor hath already received or may hereafter receive from Us, and such further orders and instructions as you shall receive from Us.

III.—And further We do hereby appoint that this Our present Commission shall supersede Our Commission under Our Sign Manual and Signet, dated the twenty-first day of August, 1891, appointing Our Colonial Secretary of Our colony of Hongkong, or the Senior Military Officer for the time being in command of Our Regular Forces in Our said colony, to administer the Government of Our said colony and its dependencies, and all others whom it may concern, to take due and speedy obedience accordingly.

IV.—And We hereby command all and singular Our officers, ministers, and loving subjects in Our said colony and its dependencies, and all others whom it may concern, to take due and speedy obedience accordingly, and to give their ready obedience accordingly.

Given at Our Court at Saint James's, this thirty-first day of January, 1896, in the fifty-sixth year of Our Reign.

By Her Majesty's Command,

J. CHAMBERLAIN.

THE HONGKONG GOVERNMENT GAZETTE.

[Saturday, 8th June, 1896.]

GOVERNMENT NOTIFICATIONS.

No. 205.—Publishes a Dormant Commission concerning the acting Governorship of the Colony.

No. 206.—Notifies that Ordinance No. 3 of 1896 has been disallowed by Her Majesty the Queen.

No. 207.—Gives the Membership of the Medical Board under *The Medical Registration Ordinance, 1888*.

No. 208.—Gives notice of a meeting of the Licensing Justices to be held June 16th, to consider the transfer of the licence of the *Praya East Hotel*.

No. 209.—Contains the minutes of a meeting of the Sanitary Board held May 21st, 1896.

No. 210.—Gives notice that on and after 31st May, the Chinese School of Queen's College has been abolished.

No. 211.—Contains a statement of the average bank note circulation and specie in reserve during May.

No. 212.—Calls for tenders for making new and clearing old Fire Barriers, to be received by noon of the 19th June.

No. 213.—His Excellency the Governor grants twelve months' leave of absence to Captain C. M. Adams, R.N.V.C.

No. 214.—Gives the appointment of Dr. J. Bell to be Assistant Surgeon of the Medical Department.

No. 215.—Contains notices to Mariners, Japan and Yungtze River.

No. 216.—Contains notice to Mariners concerning the entrance to Amoy harbour.

The *Gazette* also contains the usual list of undelivered telegrams lying in the Telegraph Co's offices; the Post Office list of *post-restants* correspondents, and list of letters, etc., for merchants' remittance.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Maldorne*) 10th inst.
English (*Peshawar*) 11th inst.
American (*China*) 16th instant.
Tacoma (*Tacoma*) 16th instant.
Canadian (*Empress of India*) 23rd instant.
Tacoma (*Victoria*) 21st prox.
American (*Belgia*) 21st prox.

The P. M. S. S. Co's steamer *Ferry*, with mails, etc., left San Francisco for this port, via Honolulu, Yokohama, and Nagasaki, on the 6th inst.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Maldorne*, with the next French mail, left Saigon for this port at 9 a.m. yesterday.

The P. & O. Co's steamer *Peshawar*, with the next English mail, left Singapore for this port at 2 p.m. yesterday, and may be expected here about noon on the 12th inst.

The P. M. S. S. Co's steamer *China*, with mails, etc., from San Francisco to the 20th ult., via Honolulu, has arrived at Yokohama, and will leave for this port via Nagasaki, to-morrow morning.

SHIPPING RETURNS.

From 5 p.m. Saturday to 5 p.m. to

To be Let.

TO LET.

LARGE GODOWN on KOWLOON PRAYA, suitable for the storage of GENERAL CARGO or COAL.

Apply to

LINSTEAD & DAVIS.
Hongkong, 4th April, 1896. (616)

TO LET.

DWELLING HOUSES—
HOUSES in RIFON TERRACE,
FIRST FLOOR, No. 4, BLUE
BUILDINGS,
No. 2, MAGDALENE TERRACE—
MAGAZINE GAP.
"T U L A B E G" (BUNGALOW)—
MAGAZINE GAP.

Apply to

THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
11th May, 1896. (17)

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED,
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN."

Captain Bathurst, will be despatched for the
above Ports TO-MORROW, the 9th instant, at
Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 8th June, 1896. (935)

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain J. E. Hansen, will be despatched for the
above Ports TO-MORROW, the 9th instant, at
3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 5th June, 1896. (928)

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WUHU."

Captain Vanghan, will be despatched TO-
MORROW, the 9th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th June, 1896. (931)

CHINA NAVIGATION COMPANY,

LIMITED.

FOR TIENTSIN.

THE Steamship

"KWEIYANG."

Captain Outerbridge, will be despatched TO-
MORROW, the 9th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th June, 1896. (914)

THE CHINA MUTUAL STEAM NAVIGATION

COMPANY, LIMITED.

FOR LONDON,

via STRAITS AND USUAL PORTS OF

CALL.

(Taking transshipment Cargo for LIVERPOOL,

GLASGOW, CONTINENTAL PORTS,

RIVER PLATE, &c.)

(At Reduced Rates)

THE Company's Steamship

"HYSON."

J. S. Hogg, Commander, will be despatched as
above on WEDNESDAY, the 10th instant, at 5
P.M.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 5th June, 1896. (901)

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG

AND SOERABAYA.

THE Steamship

"RUPEH."

Captain Quill, will be despatched on FRI-
DAY, the 10th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd June, 1896. (915)

THE CHINA MUTUAL STEAM NAVIGATION

COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL,

via STRAITS AND USUAL PORTS OF

CALL.

(Taking transshipment Cargo for GLASGOW,

CONTINENTAL PORTS, RIVER PLATE, &c.)

(At Reduced Rates)

THE Company's Steamship

"MOYUNE."

C. H. Kemp, Commander, will be despatched as
above on SATURDAY, the 20th instant, at 5
P.M.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 5th June, 1896. (924)

JAVA, CHINA, JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alteration.)

JAVA, HONGKONG, YOKOHAMA, KOBE,

AMOY, HONGKONG, SINGAPORE,

JAV.

FROM HONGKONG.

S.S. Germania..... To JAVA..... 1 June.

S.S. Federation... To JAVA..... 1 July.

S.S. Cassius..... To JAVA..... 1 August.

S.S. Cassius..... To JAPAN... 1 June.

S.S. Germania..... To JAPAN... 1 July.

S.S. Federation... To JAPAN... 1 August.

General Agents for China & Japan.

LAURENCE, WILKINSON & Co.

Hongkong, 4th June, 1896. (183)

Intimations.

FOR CONNOISSEURS.

EXTRA SPECIAL.

GLEN WHISKY.

\$11.00 PER CASE.

BEST VALUE EVER OFFERED.

100 A. I. TONIC

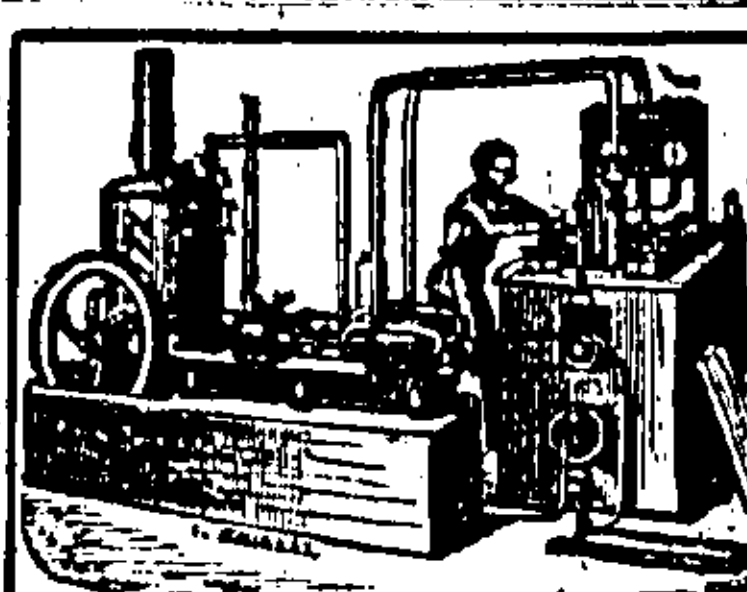
CHAMPAGNE BITTERS.

THE BEST RESTORATIVE IS

BOVRIL WINE AND BOVRIL.

From WATKINS & CO.,

APOTHECARIES' HALL.



COMPAGNIE INDUSTRIELLE DES PROCÉDÉS

RAOUL PICTET

LIMITED. CAPITAL, £80,000.

16, RUE DE GRAMMONT, PARIS.

INDUSTRIAL ENGINES

FOR THE PRODUCTION OF

COLD AND ICE

Apply to MESSRS. DODWELL, CARLILL & Co.

Agents for MESSRS. P. OPPENHEIMER & Co., Paris.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note.
You cannot afford to grow thin. Flesh is strength. If you lose it
your blood becomes depleted, and Consumption, Scrofula, Anemia, or
some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It
enriches the blood, and overcomes the weak, emaciated tendencies
which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship

"MACDUFF."

Captain Thomson, will be despatched on
FRIDAY, the 12th instant.
For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th June, 1896. (933)

OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TEUCER."

Captain Riley, will be despatched as above on
MONDAY, the 15th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st June, 1896. (904)

OREGON RAILWAY AND NAVIGATION

COMPANY'S PACIFIC

STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Mount Lebanon... Monday... 15th June.

TAKING PASSENGERS AND CARGO FOR UNITED

STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON."

will be despatched hence for HONOLULU,
VICTORIA, B.C., and PORTLAND, OREGON,
via KOBE and YOKOHAMA, on MONDAY,
the 15th June.

Consular Invoices of Goods for United States

Points should be in QUADRUPPLICATE; and one

Copy must be sent forward by the Steamer to

the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and

Freight, apply to

SHEWAN & Co.,
Agents.
Hongkong, 27th May, 1896. (882)

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENHARRY."

Captain Ferguson, will be despatched as above on
or about TUESDAY, the 16th instant.
For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 5th June, 1896. (929)

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"WHAMPOA."

Captain Newcomb, will be despatched on
WEDNESDAY, the 17th instant, at 3 P.M.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th June, 1896. (940)

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to COPENHAGEN,

STOCKHOLM, NORRKOPING, GÖTE,

DANTZIG, and KÖNIGSBERG, with transshipment

in HAMBURG.)

THE Company's Steamship

"PECTAN."

Captain Hocken, will be despatched as above on
THURSDAY, the 18th instant, at Noon.
For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 4th June, 1896. (903)

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SAIGON.

THE Steamship

"CENTAUR."

Captain Williams, will be despatched on
WEDNESDAY, the 10th instant, at 3 P.M.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th June, 1896. (938)

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"MEMNON."

Captain B. Branch, will be despatched on
FRIDAY, the 12th instant, at 4 P.M.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th June, 1896. (939)

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER."

Captain Thomson, will be despatched as above on
the 13th instant.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th June, 1896. (974)

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND

LONDON.

THE Steamship

"CARMARTHENSHIRE."

Captain Shook, will be despatched for the
above Ports on or about the 27th instant.
For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th June, 1896. (1800)

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLEDI."

Captain Farquhar, is due here on or about 12th
instant, and will have quick despatch as above.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd June, 1896. (917)

SAILING VESSELS.

FOR NEW YORK.

THE "100 A.I. American Iron Ship

"T. F. OAKS."

E. W. Reed, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 2nd May, 1896. (964)

FOR NEW YORK.

THE 3/3 L.I. American Ship

"LUCILE."

Ballard, Master, will load here for the above
Port, and will have quick despatch.
For Freight, &c., apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 2nd May, 1896. (963)

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"SOCOTRA."

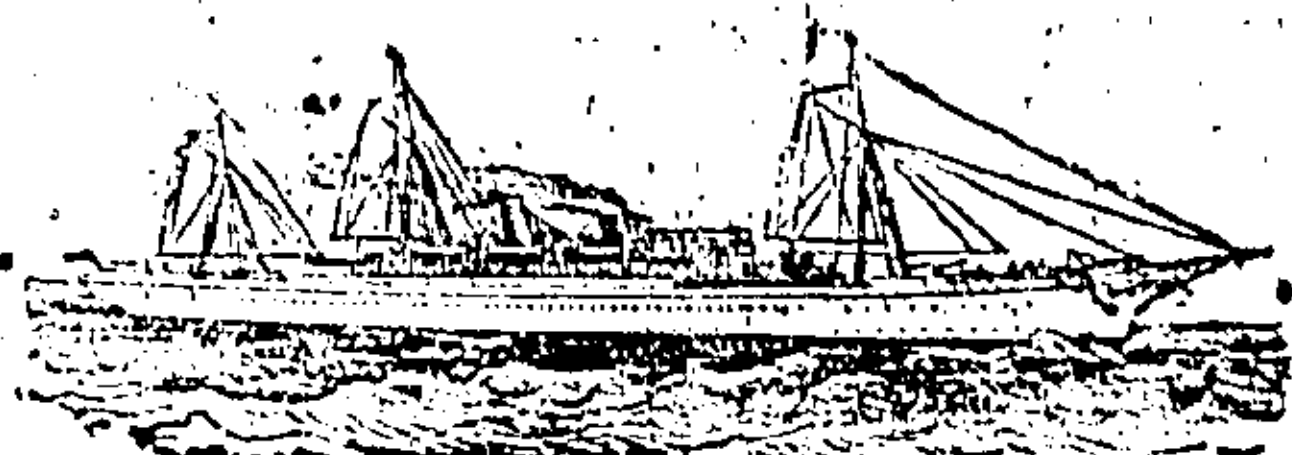
Reade, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to

SHEWAN & Co.,
Agents.
Hongkong, 2nd May, 1896. (961)

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th June.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 11th July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Piddar's Street.

Hongkong, 8th June, 1896.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

via

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

via INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki),

Kobe, Inland Sea, Tuesday, 10th June,

Yokohama & Honoluli) at Noon.

Belgic (via Nagasaki),

Kobe, Inland Sea, Saturday, 4th July,

Yokohama & Honol